

Patent Claims:

1. Method for operation of a vehicle brake system comprising a vacuum brake booster (booster) for generation of an auxiliary force,  
c h a r a c t e r i z e d in that an approach to a point where the auxiliary-force to actuating-force ratio (operating point) falls below a predetermined ratio is detected, and that a nominal pressure is generated before the ratio falls below a predetermined ratio.
2. Method for operation of a vehicle brake system comprising a vacuum brake booster (booster) for generation of an auxiliary force, in particular as claimed in claim 1,  
c h a r a c t e r i z e d in that it is detected when an auxiliary-force to actuating-force ratio (operating point) falls below a predetermined ratio, and in that before or when this ratio falls below a predetermined ratio, a nominal pressure is generated higher than the nominal pressure which is required to compensate the effects it has on an actual pressure when the auxiliary-force to actuating-force ratio falls below a predetermined ratio.
3. Method as claimed in claim 1 or 2,  
c h a r a c t e r i z e d in that the approach to the auxiliary-force to actuating-force ratio falling below a predetermined ratio and/or the said ratio itself falling below a predetermined ratio is found out or

assessed according to a stored, calibrated booster characteristic curve.

4. Method as claimed in claim 3,  
c h a r a c t e r i z e d in that the booster characteristic curve is calibrated on the basis of a measured pressure in the vacuum chamber and the working chamber.
5. Method as claimed in claim 3 or 4,  
c h a r a c t e r i z e d in that the approach to the auxiliary-force to actuating-force ratio falling below a predetermined ratio and/or the said ratio itself falling below a predetermined ratio is found out or assessed according to the pressure in the master brake cylinder (command variable).
6. Method as claimed in any one of claims 1 to 5,  
c h a r a c t e r i z e d in that, under defined conditions, a nominal pressure is generated that is higher than the pressure which is required to compensate the effects it has on an actual pressure when the auxiliary-force to actuating-force ratio falls below a predetermined ratio (overboost function).
7. Method as claimed in any one of claims 3 to 5,  
c h a r a c t e r i z e d in that a (variable) operating point is constantly determined during operation on the basis of measured values for the vacuum in the booster and using a calibrating function.